

Richmond Times-Dispatch

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WEDNESDAY, MARCH 31, 1915.

Moral Gravity Evolved by War

PERHAPS the most notable feature of the present war is the moral gravity it has brought on the whole world. This was to be expected, of course, but war does not always have this effect. The Franco-Prussian War of 1870, the last great European struggle before this, was accompanied by no such feeling outside of the countries immediately engaged.

At the present time the United States is in the beginning of such a religious revival as it has not seen in half a century. Billy Sunday's wonderful success in Philadelphia is but a part of the whole great movement. We have become a very serious-minded people for the time being, and the war is in large measure responsible.

In England the seriousness arising from participation in the mighty conflict has had the result of overthrowing the most characteristic school of literature of modern times. For the last twenty years, ever since the days of Oscar Wilde, there has been a brilliant group of writers, whose method is paradox, clever inversion of current moral ideas. To a world looking out for entertainment, this school of writers made a great appeal, and its principal exponent, George Bernard Shaw, became the most famous of English dramatists since Goldsmith, and one of the shining lights of world letters.

Shaw very cleverly, most wittily, occasionally brilliantly, criticized the institutions and tenets on which morals rest; he was especially critical of marriage. At times, as in "John Bull's Other Island," he ventured to point out the follies of Englishmen, and his plays were received by the satirized classes and types with great favor. But now England is at war, England has stopped playing, and turned to serious matters. Shaw, who may not have realized this, ventured to criticize the government in his pamphlet, "Common Sense and the War," with the result that he aroused national resentment, and has been ousted from his throne of public favor. All England has turned against him.

Pave the Streets of Richmond!

WHILE the unpleasant task which the investigating committee of Council is charged is doubtless foremost in the mind of the Richmond public to-day, that task and its possible consequences should not be permitted to overshadow the vital question that must be determined by the Board of Aldermen to-night. The moral welfare of the city is of incalculable importance, but in considering that, and in endeavoring to forward it, the municipality cannot afford to neglect its more material, its physical and financial, well-being.

In brief, the Board of Aldermen to-night will have to take up and pass upon the ordinance reported by the Finance Committee under which the city's tax rate on real estate will be increased by 10 cents. Still another increase of 10 cents will be levied, but that increase will be for State purposes, and over it Council has no control.

Determination of this increase does not involve the question of segregation of taxes, but must be based solely upon a sound and wise consideration of the city's needs. Under the ordinance reported by the committee, the additional income that will be derived from the levying of this additional 10 cents must be devoted to street improvement. There can hardly be two minds as to the crying need for improvement of the city's streets; a large part of Richmond's street mileage is unpaved, and conditions in that part grow worse with every day of neglect.

Under the Constitution of Virginia, abutting property owners may not be levied upon for the purpose of improving the roadbed of the streets; their property may be assessed only for the paving and maintenance of sidewalks and alleys. Further, the city has nearly reached the limit of its permitted bonded indebtedness, and its outstanding obligations already entail the annual payment of large sums in interest. Economical analysis of the city's budget has also established beyond doubt the fact that the current income of the city is not sufficient to warrant an adequate appropriation for street improvement.

Assuming that the streets of Richmond need immediate improvement—and surely this will be granted—it would seem clear, as a matter of businesslike administration, that the Board of Aldermen should adopt, without hesitation, the ordinance reported by the Finance Committee.

Is Railroad Management Inefficient?
NO SIGN of the times is more hopeful than the cessation of railroad bailing, as this paper pointed out some days ago. The spirit of opposition to the railroads on the part of the public was widespread at one time, and aroused fears lest those arteries of trade might be hampered in their most essential services.

For a number of years past there has been constant criticism of the efficiency of our railroads. It has been claimed that they are uneconomical and wasteful; that with better management rates might be lowered and still leave profits. Mr. Louis D. Brandeis has

been the chief advocate of this idea. Beginning with 1907, the Interstate Commerce Commission made serious reductions in passenger and freight rates, and by 1908 the 2-cent-a-mile passenger rate was in operation very largely. Then the railroads began their fight against the lowered rates—a fight made necessary by the fall in the prices of railway securities and the passing of dividends. Since 1910 the Interstate Commerce Commission, the United States courts and State Corporation Commissions have been giving decisions more favorable to the railroads, and the situation has improved.

How much truth is there in the charge that railroad management is inefficient? It would seem from a survey of statistics that our railroads are as economically administered as any other business. The cost of operating roads has greatly increased in the last ten years because of advances in wages and in the cost of all materials. Notwithstanding this increase in cost and the decrease in earnings resulting from rate cuts, the railroads have maintained an excellent service, with some exceptions. The New Haven and Hartford are few. In fact, freight traffic in America is better and more cheaply managed than on the boasted lines of France and Germany. Our passenger traffic is well handled, too, when it is taken into consideration that the average pay of an employee in this country is \$724, while railway workers only receive \$300 in France and \$390 in Germany. Average railway wages have advanced in this country from \$577 in 1903 to \$724 in 1911; in Germany they advanced from \$338 to \$390 in the same period.

It is true that, because of the very crude third and fourth-class passenger service in France and Germany, the average cost of passenger traffic was far less than in the United States, and much attention has been called to this fact; but the first-class rate in Prussia is higher than in America, and the accommodations in this country are incomparably better than in Europe for all classes of passenger service. Owing to long hauls and careful management, American freight traffic outshines the European; the average per ton mile in France is 13 mills; in Germany 13.7 mills, and in the United States 7.29 mills. All in all, there exists no reason for believing that American railroads are any less efficiently and economically managed than any others in the world.

Battle of the Marne

NOW that the war seems to be in its latter stages, it is interesting to look back on the crisis when it was uncertain which side would win because of the wonderful advance of the German army in August and the first week in September. Looking back, we see clearly now that the battle of the Marne marked the turning of the war. If that engagement had resulted in defeat for the French and English, it would have meant the loss of Paris, and possible victory for the Germans. But when the German army turned back from the gates of Paris under the onset of the allies, the danger of the conquest of France had passed.

The details of the battle of the Marne have been veiled in obscurity until the last few days. The reasons for the German disaster were very imperfectly known. But the publication of the French account of the battle has added such information as to give us a clear idea of the engagement.

It appears from the French report that the right wing of the German army under Von Kluck had reached the Marne on September 6. For more than two weeks the French and English had been driven steadily back by the Germans, who advanced with wonderful rapidity in the face of the enemy. On September 6, however, Von Kluck was relatively inferior to the opposing force, and his command was exhausted by its extreme exertions. At this critical moment the French were able to get around the German flank for the first time. They assaulted Von Kluck's right wing, forcing him to withdraw troops from his left to meet the attack. This gave the English, on the right side of the allied army, the opportunity to flank the Germans on the left, which they did by facing from east to north. The Germans were, therefore, threatened on both wings, and had to make a hurried retreat to the Aisne, where the present deadlock began. Their defeat on the Marne thus appears as the decisive battle of the war.

Jitney Regulation

FEW things have sprung into general fame on shorter notice than the jitney bus. But a couple of months ago the jitney was a prediction; now it is an accomplished fact in a large part of the country. We have had taxicabs for a long time, but the prices of taxis are not such as the average citizen can afford. The jitney, however, once and for all has exploded the idea that automobiles cannot carry passengers except at high rates.

The first act of the jitney has thus passed. The enthusiastic reception given the 5-cent motor cars everywhere and the large amount of business done have settled the question of their practicality. But the jitney is now entering the second stage of its interesting history—the period of legal obstruction. It is inevitable that tax officials should attempt to tax this new source of income; it is natural that traction companies should fight a formidable rival. Trolley lines have millions of capital invested in them, and the dividends of stockholders are seriously threatened by the new departure. The president of the Los Angeles trolley system says that his company has lost \$500,000 in four months because of jitney competition. There are 1,000 jitneys in Los Angeles and 500 in San Francisco. The Mayor of Seattle says that he would not be surprised to see no more street car tracks laid in his city. Similar overdrawn opinions of the jitney are given elsewhere.

In all probability, the jitney has come to stay, but its competition should be regulated so as not to injure trolley lines. We need both, and there is plenty of room for both.

Submarines have apparently been perfected to the point where they are effective for all purposes of destruction. Governments will doubtless, in due time, take up the trivial question of the safety of their crews.

In order to avoid class distinctions and discrimination against none, it might be well for Council to apply the Police Court antierowding ordinance temporarily to the City Circuit Court.

Only a few days and the Easter parade will disclose to a waiting world of masculinity the purposes for which colors and color schemes were designed.

The man who discovered that Bertha M. Clay was a man did not dare make his discovery known until after the death of the author.

SONGS AND SAWS

Loading a Favorite.
A wandering King, who liked to sing
The glories of his Isle,
Was singing away one rare spring day
In his most regal style.

And a fearful thing was on the wing
That very springtime day,
For the monarch got a message hot
From his folks far away.

And the wireless told this King o'erboard—
Who lived too far from base—
That he must come home no longer roam
If he would keep his place.

So that explains why some throats are dry
That once drank with the King—
As long as he bought no one gave thought
To what the King did sing.

Settling a Wager.
Farmer Jones—What do you mean by throwing rocks at my cow?
Naughty Bill—Why, I bet three patches on the seat of your overalls, instead of two, as he said; so we had to do some digging to get you out of the barn.

Justified.
"Don't you approve of the care Cholly Littlebestows on his personal appearance?"
"Yes, indeed. I consider he owes it to himself to disguise his real looks as completely as possible."

The Psychiatrist Says:
Don't expect too much gratitude in this world. It injures some men's self-love to feel they have been helped in their rise by somebody else's affection and influence.

Too Numerous.
One feature of the baseball man is really most appalling—
The way that checks, at players' feet,
Keep like the snowflakes falling.

Some way must quick be found to save
These lads from such vexation,
Or else they'll covered be, and won't
Repay their annexation.

THE TATTLER.

Chats With Virginia Editors

Speaking of the migratory bird law, passed by Congress, the constitutionality of which is now questioned, the Norfolk Ledger-Dispatch says: "The Virginia Legislature amended the State laws in many respects to conform with the Federal law, established a bag limit and made other good provisions. These should be retained and even made more stringent, but many of the Federal provisions should be repealed in event the law is finally held to be valid. A State should be able to protect its own game." That is pretty good States' rights doctrine, but at the same time, all the energies of both State and national agencies should be exerted to protect the game from the pot hunters.

The Harrisonburg News-Record, which has a way of hitting things right on the head, says: "We're under the impression that after what happened in the last Virginia Senate, Rockingham will make sure that Old John Bartercorn shall not be her mouthpiece there during the next four years."

Business must be on the upgrade in the good little village of Grundy, where the Sandy Valley News is printed, and moves and has its being. Here is the sweet song by the News: "The way the yardsticks rattled, hardware jingled and our merchants and clerks moved around Saturday indicated a lively day for our business men; and the people that thronged our streets were delighted with the many bargains they had secured. The general verdict is, Grundy is the place to trade."

"A news item," says the Norfolk Virginian-Pilot, "chronicles the death the other day in Texas of a confirmed cigarette smoker, 117 years old. Possibly he might have lived to reach a ripe old age had he never contracted the smoking habit and had he had the gumption, upon arriving at the age of discretion, to move out of the territory now known as the Lone Star Commonwealth. And if he had just had the gumption to 'hit the pipe' and ignore the cigarette he might be with us to-day and for many long days yet to come."

The Clifton Forge Review says: "It has been suggested that a trolley line from Clifton Forge to Roanoke, by way of Eagle Rock and Fincastle, would be a convenience to the people, as well as a paying investment. To be sure, it would be a great convenience, for one can now go from Clifton Forge to either Washington or Richmond in less time than it takes to go to Roanoke, which is less than seventy miles, by rail, from this city." Why should you want to go to Roanoke, or any other town, as for that matter, when Richmond is so convenient—by rail?

Coming right down to brass tacks, the Orange Review says: "A printer who should undertake to turn out a lot of posters or catalogues without definite figures of expense, obtained from similar operations in past years, might just as well board up his front windows and call in the auction men. But the majority of the old-fashioned farmers are still trying to raise half a dozen different crops, without keeping any separate expense account of each." But preaching business methods to the average Virginia farmer of the old school is somewhat in the nature of wasting sweetness on the desert air.

Current Editorial Comment

"Academic." No other term of opprobrium rolls so trippingly from the radical tongue. The college professor, when he is not in this academic person who dislikes the "movies" and the Industrial Workers of the World and so impedes the wheels of progress. Archery of all traditional, the radical cannot rid himself of the professor-hating tradition. Years ago the professor came out of his ivory tower and went in for municipal leagues, industrial commissions, compensation laws and minimum wages. O. Henry, and the play with a "punch," and still he is being damned for an invertebrate academic.

In Wisconsin a group of academics, banded together as a university, is being accused of running the State and piling up taxation; and if there is anything that can bring a college professor closer to a practical politician, than this gift for increasing the tax rate, it has yet to be pointed out. Yet they sneer at the professor. A college professor in his study promulgates a theory which radicalism seizes upon as a weapon. Professor of John Dewey—and still they throw stones at the professor. When the leaders of revolution discover that the college professor has ceased to be harmless and necessary, and has become militant and essential?—New York Evening Post.

While it has been understood generally that, as a consequence of the war and the interruption of transatlantic travel, immigration to this country had declined to but a fraction of its former total, it will be surprising news to learn that actually more persons are leaving the United States for Europe than are coming here. For the first time in our history, we have more emigrants than immigrants. The change in the tide came in December, when the emigrant aliens outnumbered by 2,240 the immigrants entering. In January 1,757 more departed than arrived. For the six months, dating from the beginning

of the war in August to January, the emigrants totaled 15,545 more than the immigrants. Of course, this reversal of the flow of travel was due chiefly to the return of European reservists in obedience to the call to the colors. An illustration of this is found in the fact that the heaviest emigration was among aliens from Southern Italy. Of these, 75,629 more emigrated than were admitted during the seven months ending with January. The preponderance of Italian reservists returning home is, of course, explained by the fact that there were no obstacles in the way of their transportation.—Pittsburgh Dispatch.

War News Fifty Years Ago

(From the Richmond Dispatch, March 31, 1865.)

John M. Daniel, the widely known and renowned editor of the Richmond Examiner, expired at his home in this city at 10 o'clock yesterday morning. He had been ill for many weeks, but the immediate cause of his death was typhoid pneumonia. In the death of Mr. Daniel the Southern Confederacy loses a worthy champion.

Between 9 and 10 o'clock night before last the city was aroused by the sound of rapid and heavy cannonading in the direction of Petersburg. From parts of the city the blaze of the guns could be distinctly seen through the black and murky night. With every moment the fire quickened and increased, and so continued for more than two hours. After midnight the gunning slackened, but was renewed at intervals until daylight. It was the general opinion that a great battle had been joined on the Petersburg line, and had been brought on by an attempt of the Federals to force their right on Hatcher's Run, and reach the Southside Railroad.

Early yesterday morning the city of Richmond was refreshed with a goodly report, explanatory of the hurly-burly of the night before, and to the effect that the Federals had attempted to burst through General John B. Gordon's lines, but had been seven times repulsed with terrible carnage.

A delayed dispatch from the Petersburg front tells us that the terrible assault that was made on Gordon's lines and that was successfully repulsed every time, was immediately in front of the scene of last Saturday's battle. It is reported that the Confederate loss was less than 200, while, because of the desperation of their charge, that of the Federals was up into the thousands.

The afternoon papers yesterday were all ablaze with accounts of the terrible battle on the Petersburg front. The Petersburg papers received here late in the afternoon gave graphic reports of the heavy cannonading, the consternation of the people and the inability of anybody in the Confederate ranks to sleep, but none of them gave any account of the results of the supposed terrific fighting.

The late night edition of the Petersburg Express says: "We have just seen an officer from the front who declares that the Federals charged right up to the very muzzles of our guns, and were killed with ten feet. The Federals literally moved down. The slaughter is known to have been very great, but morning alone will reveal its extent."

THE LATEST: At 1 o'clock this morning we have the latest in regard to the so-called big battle of Petersburg. The whole thing can be disposed of in a few words. The Federals discovered, or imagining that they had discovered, some movement among our pickets on Gordon's front that looked like a preparation for a renewal of the attack of last Saturday. The Confederates, believing this cannonading was designed to cover an assault by the enemy, opened with all of our batteries, and each side blazed away fast and furious for hours. The expenditure of ammunition was immense, and the noise stunning, but we have not yet learned that all of the serious damage that was at first reported was done on either side.

It is not at all surprising that all of the people of Petersburg thought, night before last, that a great and sanguinary battle was in progress, for since the beginning of this war, there has never been heard in Virginia such a prolonged and terrible howling of big guns.

THE VERY LATEST: About 10:30 o'clock last night, and after the most of the above was in type, the War Department received from General Grant, published below, and gave it to this paper at 1 o'clock this morning. "Headquarters, March 30—General Gordon reports that the enemy, at 11 P. M. yesterday, advanced against a part of his line, defended by Brigadier General Lewis, but was repulsed. The fire of artillery and mortars continued for several hours with considerable activity. No material damage to our lines has been reported."

Another official dispatch that came at a late hour last night, or rather at an early hour this morning, after a heavy skirmishing and some hard fighting near Dinwiddie Courthouse.

There is now no longer any doubt that the Federals are moving against the Southside Railroad, but General Lee has long anticipated this movement, and is supposed to be prepared for it. Northern papers tell us that gold continues to go down in New York. At last accounts it was selling at 135.

The Voice of the People

The "Jitney-Hanger."
To the Editor of The Times-Dispatch:
Sir—In your issue of recent date you editorially "pity the strap-hanger." What about the "jitney-hanger" who, with neither seat nor hand-strap for his accommodation, and he is only the fifth passenger? Can't you pity the "jitney-hanger" also?
J. H. ANDES.

Tribute to Mrs. Jackson.
To the Editor of The Times-Dispatch:
Sir—Mary Anna (Stonewall) Jackson, has passed the river to rest in the shade of the trees; and the world is poorer with the passing of this gentle soul.
She rests with him who, to her and the little babe, was all gentleness, loving, aside when he entered his home the stern manner which characterized him on the battle field, "this thunderbolt of the war," this military genius who, like unto Napoleon in force, vigor and celebrity of movements, became the gentle, considerate husband and loving father.
As a grateful child of tender in memory's bouquet will we cherish her, and the whole South mourns with the granddaughter and grandson the loss of Mrs. Mary Anna Jackson.
May she rest in peace.
M. E. K.
Richmond, Va., March 29, 1915.

Wages for Women.
To the Editor of The Times-Dispatch:
Sir—The Industrial Welfare Commission of the State of New York has ruled that no woman employed in a mercantile establishment should receive less than \$10 a week, and no girl under sixteen years of age should receive less than \$8 a week.

The women of Washington are voters, and true to the traditions of suffragists, they look to the conservation of the potential mothers of the race. How many women in Virginia are working in laundries for less than \$10, and how many are earning \$8 a week? Working women receive the mercy of their employers, both as to the amount of wages they receive and the number of hours of labor. The time settlement will be so that a generous employer, who might desire to pay living wages, need not compete with an employer who cuts out the moral law.

The women should be given a half holiday.
VIOLE KAUFMAN.
Richmond, Va., March 30, 1915.

Queries and Answers

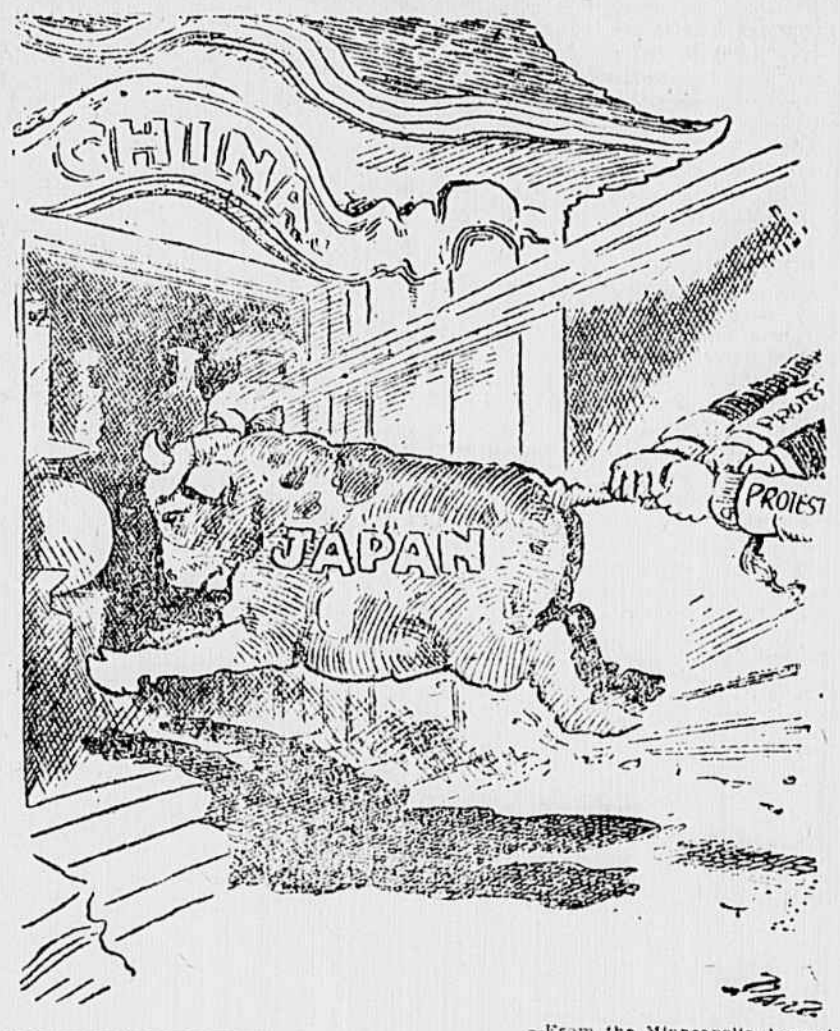
The Titanic.
Please give the date of the loss of the Titanic.
J. LINN.
April 14, 1912.

Coming Reunion.
How may I find out the main facts about the coming Confederate Reunion, names of officials, committees, etc?
ED HESLOP.
Write to General J. Thompson Brown, Richmond, Va. He can send you circular.

Stripes.
How many State penitentiaries still dress the convicts in stripes?
H. E.
Write to Samuel Cohen, Esq., Richmond, Va. He has written many such matters for our readers, and has a collection of books and pamphlets covering much of the matter of penology.

Can They Keep Him Out of the China Shop?

One of the Day's Best Cartoons.



DEFENSE OF CHARLESTON HARBOR

The following interesting extract from Mrs. St. Julian Ravensel's paper is copied from the original manuscript by permission of the Confederate Museum.

Nothing has yet been said of that novel mode of warfare, the torpedo boat, just made practical use of before Charleston, and (as far as I know) used nowhere else in our war. General Beauregard, greatly encouraged by Commodore Maury, believed firmly in this new weapon, and made every effort to persuade the government at Richmond to allow him to have them built. But the government would have none of them, and those that were constructed were due entirely to private enterprise.

The first, the Live Yankee, called a torpedo ram, went out in August 1863. She intended to attack the Ironsides, but failed to reach her, owing to defective machinery, and her commander, Captain Carlin, reported the boat absolutely unfit for service. The attempt was chiefly remarkable for the way in which she was manned. Captain Carlin asked for ten men and an officer from Fort Sumter for his vessel. Lieutenant Picklin, of the First South Carolina Regular Artillery, immediately offered himself. He was told that he must call for volunteers from the regiment, which was paraded to hear the appeal. Picklin told them that they were probably all going to the bottom of the sea in a torpedo boat; that he wanted no married men, only those who were free to throw away their lives, concluding with, "Now then, ten men step forward." The whole regiment stepped forward as one man, and he had hard work to select the ten men needed.

The second boat—the first especially built for the purpose—was the Little David, designed particularly to suit that Goliath of the seas, the New Ironsides; hence her name. She was entirely designed by Dr. St. Julian Ravensel, and was built under his direction on his own plantation. She was thirty feet long by five wide, cigar shaped (hence often called the cigar boat), and covered with iron. To make her as nearly invisible as possible, she was sunk low in the water and painted a bluish gray. At one end she carried a torpedo attached to a spar, designed by Captain Lee of the engineers. She was commanded by Captain Glassels, a most gallant officer, formerly of the United States, but then of the Confederate navy, and had a crew of three men. Glassels succeeded in striking the Ironsides such a blow as drove in her plates, but a column of water, thrown high in the air by the shock, fell upon the little boat and, pouring down the smokestack, extinguished her fire. She was helpless, and a shower of bullets rained upon them. The crew saved themselves by swimming. Glassels was made prisoner. The engineer, Mr. Toombs, came upon the boat which had floated off, empty, in the darkness. He scrambled, extending down to her keel. And he brought her back to the city. The defect in this boat was her boiler. None could be had but an old one which a railroad had discarded some time before. When Dr. Ravensel asked General Beauregard for the boat, he answered, "Take it, officer. I have nothing better to give you. God knows what you can do with such an old thing." It was patched up, but never could make enough steam to send the little boat along with adequate power. Still the injury, at first thought slight, was found afterwards to be much greater than supposed. Admiral Dahlgren in January said: "It is serious, extending down to her keel." And he adds: "Nothing could have been more effective as a first effort, and will place the torpedo among the certain effective weapons." The boat has given its name to a whole class of such little vessels which are still called Davids.

The third and most remarkable of these boats was brought by rail from Mobile. I cannot describe her construction, but when about to strike she sank and gave her hull submerged. So she was called the diving or fish boat. The trouble here was that the invention was not perfect, and that after diving she never came up, but had to be raised after every trial. And yet man after man volunteered for this desperate service, and after she had already drowned several crews, another, commanded by Lieutenant Dixon, of Alabama, attacked the monitor Housatonic. She was called the diving or fish boat. The trouble here was that the invention was not perfect, and that after diving she never came up, but had to be raised after every trial. And yet man after man volunteered for this desperate service, and after she had already drowned several crews, another, commanded by Lieutenant Dixon, of Alabama, attacked the monitor Housatonic. She was called the diving or fish boat. The trouble here was that the invention was not perfect, and that after diving she never came up, but had to be raised after every trial. And yet man after man volunteered for this desperate service, and after she had already drowned several crews, another, commanded by Lieutenant Dixon, of Alabama, attacked the monitor Housatonic.

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MRS. NORMAN V. RANDOLPH.
March 29, 1915.

Exit the Ottoman Empire

What is now to be? Amid the uncertainties one thing is certain! As an independent power, a state to be reckoned with among world powers, Turkey passes off the stage. A form of Ottoman government may survive in Asia. For how long? Who can tell?

As all modern history shows, any Moslem state is handicapped in the race of human progress by its ancestral faith. It is no better, it is worse off, if its leaders are liberals merely wearing the cloak of Islam. Unhappily, while some of the leaders of the Young Turk party were educated in Europe, not one of them had the training of an American college, as so many of the former leaders of the state of Bulgaria had. How different the result!

To return to Constantinople. What is to be her future? It now seems unlikely that Great Britain and France will stand in Russia's way to the full realization of her long-cherished hope, if that hope is realized Greece will be disappointed and aggrieved. It will be difficult to placate Italy. A proposition will doubtless be made for the internationalization of Constantinople. The word is very long and the act will be found extremely difficult. One power must rule there, not two or half a dozen. The time settlement will be so that a generous employer, who might desire to pay living wages, need not compete with an employer who cuts out the moral law.

Russia is not what she was a quarter of a century ago. Liberal ideals have greatly gained in strength among the people, and even in governmental circles, in that empire. In any case, those straits, the Bosphorus and the Dardanelles, will hereafter be neutral waters.

America's interests in those lands are happily not at all political. They are philanthropic, educational, Christian. They are highly appreciated by all classes and all races. Mussulmans and non-Mussulmans, American institutions there are many, strategically located, firmly established. The American spirit pervades them. They will remain and they will grow as the years pass, as the inevitable changes take place. They will continue their beneficent work for the coming generations of all those races, our brothers, deserving and destined to share with us the blessings of a common heritage.—American Review of Reviews.

Too Noble for Everyday

According to a writer in the New Republic, there is such a thing as making morality too abstract and too unpractical for everyday life. He says:

"Being too noble is dangerous business. It is the fault of most Sabbath moralities, and the cause of their sterility. When you have purged and bleached your morality into a collection of abstract nouns, you have something which is clean and white, but not also have you? Surely nothing comparable to the usefulness of that wisdom which retains the odor of the world, which shrinks from proclaiming superlatives, is sparing in grandiose phrase and rich in tumbled experience. The makers of human wisdom put a little clay into the feet of their gods. They seem to know that mankind cannot live by golden affirmations, and when they come to themselves they come to something which is not rhetoric, but life."

A Botanical Dog.

(Chicago Journal.)
Some men of the club were telling dog stories after a day's shooting. After some time, when the tales had got very "tall," one little man, who had been quite silent, said:
"I have a dog that makes all yours seem tame. I generally feed him myself after dinner, but the other day my friend dropped in and the poor animal slipped my mind. After the meal we went into the garden. The dog sent up a howl and laid it all at my feet, with the most yearning look in his eyes—it was a forget-me-not."

Training Pelicans.

(New York Evening Post.)
"Horr Hoogstraten, the noted bird trainer of Deift, solemnly assured newspaper correspondents to-day that he is training pelicans to attack military aeroplanes. The obstinate nature of the French retirement after a defeat has been attributed to the national diet of snails."

New Broad Street Betting.

(The New York Sun.)
A Wall Street story drifts in to the effect that brokers on the New York stock exchange are betting even money that the war will not end by August 1. Now, what inexhaustible resources are providing the even money to bet against the brokers?